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## BIRTHS.

On January 4th, at "Cheltondale" The Peak, the wife of Richard Hancock, of a daughter.

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On December 25th, at Shanghai, the wife of I. R. MICHAEL, of a son.

On December 30th, at Shanghai, the wife of ALFRED LEON, of a daughter, stillborn.

On December 30th, at Shanghai, to Mr. and Mrs. KENNETH MACKENZIE, a son.

## MARRIAGE.

On December 10th, at Tsingtau, Shanghai Province, ADA GILBERT to the Rev. WILLIAM F. CHALFANT.

## DEATH.

On December 28th, at Shanghai, of Scarlet Fever, AGNES MARGARET WILSON, youngest daughter of Mr. and Mrs. G. C. Wilson, aged 10 years and 9 months.

HONGKONG OFFICE: 10A, DES VOEUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 6TH, 1908.

The Shanghai branch of the China Association has in the last two or three months been variously criticised for the telegram that inspired Mr. R. S. GUNDY's famous letter to the Foreign Office. One or two Home papers, judging prima facie, have suggested that the letter did not harmonize with English notions of fair-play, and its publication was scarcely in accordance with the customary amenities of public life. Papers in North China have gone even further, and have made statements at which others scarcely dared even to hint. It may be remembered that about the end of October we reproduced from the North China Daily News some comments which included the remark that the step taken by the China Association had "a harsh ring about it," and the not very ingenious words, "It will be noted that the China Association

has not put forward any candidate of its own." Any reader who has carefully followed all our references to the subject of the Inspector-Generalship, ever since Sir ROBERT HART's retirement began to be talked about, and that is a long while ago, will know that on more than one occasion we have hinted very plainly that there were and have been all along, rival candidates for the position, and it would be too stupid to suppose that the claims of one have never inspired objections to the claim of another. We do not suggest that the China Association has a candidate for whose appointment it is unanimous. We happen to know that the Shanghai branch was not even unanimous in sending the much criticised telegram. The Hongkong branch is not so keen on the business as the Shanghai branch, for the simple reason that it is not familiar with all the issues involved, the sub rosa issues as well as the obvious imperial issues; and it follows the Shanghai branch, when it does follow, from loyalty to the general aim of the whole Association. If Mr. J. O. P. BLAND is ambitious to succeed Sir ROBERT HART, or Mr. JAMIESON, or Mr. AGLEN, Mr. HIPPISLEY, or Mr. BRANTER, the Hongkong members are not so seriously agitated about these candidates as their Shanghai colleagues may be. They might be caught more by the glamour of the name of Lord CURZON of Kedleston, which has actually been whispered in this connection. In the meantime we do not care to be more explicit; all we desire is that our readers should not be misled into supposing that there is no competition for the position, or that the opposition to "the natural successor to Sir ROBERT HART" (the N.C. Daily News phrase) is wholly based on a unanimous belief that Sir ROBERT BRADON is not qualified to succeed. We may have to go into the question of this competition later, but as Sir ROBERT HART has no immediate intention of resigning, the question does not at present really arise. It is almost certain that he will go on leave this Spring, and Sir ROBERT BRADON will become, as a matter of course, the acting chief of the Imperial Maritime Customs. The Shanghai branch of the China Association has already protested, or induced Mr. GUNDY to protest, or induced his permanent appointment. This gives us the right to speculate as to the causes of that gentleman's obvious unpopularity in certain quarters. We are not so much shocked as some of our contemporaries have been at the attacks made upon him; for we know that human nature is very much alike behind the scenes, whether the stage be Shanghai, the Customs, or the China Association itself. Even kings and emperors have their human littlenesses, their petty dislikes, and to be concerned with affairs of imperial moment does not necessarily make a man immune from the emotions and behaviour following natural antipathies. Sir ROBERT BRADON happens to be one of those superior men who present sharp elbows to their envying fellows. Like the Irishman at Donnybrook who had only to see a head to aim a blow at it, Sir ROBERT BRADON has only to see what he considers a fault to denounce it. Without considering the susceptibilities of others, he points out error almost as if he relishes the job. The type is not uncommon. We have often met it, and always we have noticed how it has missed much that more genial characters receive. It is at least not selfishly calculating. In its blind devotion to accuracy and correctness, it sacrifices all the popularity that a little more suavity would easily secure. At the meetings of the Country Club at Shanghai, Sir ROBERT BRADON was ever a caustic critic. He has lifted up his voice also at the Shanghai Club, when the time came to heckle the committee; and not infrequently at company meetings he has given the directors a bad quarter of an hour. Is that not sufficient to explain some part of the Shanghai hostility to his appointment? It seems to us unnecessary to point out that at a meeting of the Shanghai branch of the China Association there would be members of the Country Club, and one or two directors. Verb. sap. That cantankerousness of his, however, does not necessarily make him a bad Deputy Inspector-General of Customs, and so the China Association will have to produce some grounds for their protest. All we can find in Mr. GUNDY's letter is a mere suggestion that Sir ROBERT BRADON does not enjoy the confidence and esteem of the foreign Legations and of the members of the service itself. It is extremely improbable that anything like a plebiscite can have been taken as to that; and in the absence of such information, Mr. GUNDY was led into making a very sweeping suggestion. He himself admitted in the famous letter that no one was "likely to command the unanimous assent of the many diverse interests concerned." The Customs staff is a cosmopolitan one; the China

Association is British in its aims: can it be that Sir ROBERT BRADON's administration would not be regarded as sufficiently British? It is not unlikely, but then the same criticism has been launched against Sir ROBERT HART, and with equal reason, notwithstanding that Mr. GUNDY makes such a handsome admission of Sir ROBERT HART's commanding personality. On the vexed question of how far the Inspector-General should be pro-British and anti-Chinese it profits not at present to dwell. As a newspaper in a cosmopolitan community, though in a British Colony, our sympathies are inevitably more divided than those of the China Association. Taking the point of view of that Association, however, we cannot help agreeing with numerous other critics, both public and private, that the letter of Mr. GUNDY, and still more the Shanghai telegram, is indirectly published by the Standard, was a tactical error, calculated to alarm the Chinese Government, and to make it more stubborn than ever in insisting upon its right of selecting a man upon whose loyalty to its salt it can depend, as it has been able to depend upon Sir ROBERT HART, who, by the way, has been a sore disappointment to the China Association on many occasions.

Messrs. Bruce, Peckles & Co., of Edinburgh have obtained the contract for the electrification of the Moscow tramways at a cost of £2,000,000.

It is reported from Peking that the Russian Minister has written to the Waiwupu asking for permission to establish a Consulate in Uliassai, Mongolia, in order to protect Russian interests there.

Prince Qing and Grand Councillor Yuan Shih-kai are said to be conferring daily about starting local self-government councils in the provinces, in order to prepare the people for the Lower House of Parliament.

H.E. the Governor has been pleased, with the approval of the Rt. Hon. the Secretary of State for the Colonies, to appoint Messrs. Breen, A. E. Wood and J. D. Lloyd to be cadets in the Hongkong Civil Service.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances: No. 12 of 1907, entitled—An Ordinance to amend the Local Communities Ordinance, 1899; and No. 13 of 1907, entitled—An Ordinance to limit the imposition of punishment by public exposure in the streets.

Messrs. Wilks and Jack, Ltd. have just received notification from the Government that their tender for complete electrical lighting plant and wiring for Tatum Tuk Pumping Station has been accepted. They are supplying a steam dynamo set manufactured by the well known British firm of W. H. Allen & Co. Bedford, for whom they are sole agents.

Some clothing which was hanging from the verandah of a house in Aberdeen Street attracted the attention of Tam Tung, an unemployed barter, last week, and he decided to have it. He managed to get it down with a bamboo pole, put it on over his own, and was going on his way when the owner rushed out of the house, saw him and handed him over to the police. Tam was charged with larceny before Mr. Gomers at the Police Court on Saturday and sentenced to three weeks' imprisonment and six hours' stocks.

The lock pick seems to be a favourite tool with Chinese burglars just now, for its use during the past few weeks has been frequent and in most cases successful. It did not benefit Lam Hop, however, as he appeared before Mr. F. A. Haszard at the Police Court on Saturday on two charges of assault causing bodily harm, and on another charge of burglary. The defendant picked a lock at house No. 69, Des Voeux Road West, entered and gathered together a number of articles which he intended to steal. Before leaving, however, he awakened one of the folk who seized the intruder. A desperate struggle followed in which the defendant used the lock pick as a weapon and inflicted some nasty wounds on the folk's head. The latter called for assistance, and another folk who went to his aid was also seriously out before they could overpower the burglar. Eventually, however, he was secured and handed over to the police. He pleaded not guilty before the Court, but on the evidence his Worship sentenced him to nine weeks' imprisonment and six hours' stocks.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Ching-tu* left Manila for this port on the 3rd inst., and is expected here to-day p.m.

The N.Y.K. str. *Wakasa Maru* (European Line) left Shanghai for this port on the 3rd inst., and is expected here to-day.

The C.N. Co.'s str. *Shao-hing* left Shanghai for this port on the 5th inst., and is expected here on the 8th inst.

The P. & O. str. *Devonika* left Singapore for this port on the 4th inst. at 10 a.m., with the outward English Mails, and is due here on the 9th inst. at about 7 a.m.

The N.Y.K. str. *Kawachi Maru* (European Line) left Singapore for this port on the 3rd inst., and is expected here on the 5th inst.

The H.A.L. str. *Shing* left Bangkok on the 5th inst., and may be expected here on the 12th inst.

The T.K.K. str. *America Maru* sailed from Yokohama on the 5th inst., and will be due here on the 13th inst.

The I.G.M. str. *Prinz Heinrich* carrying the German Mails with dates from Berlin of the 12th ult., left Colombo on Saturday, the 4th inst. p.m., and may be expected here on or about Wednesday, the 15th inst.

The Indo-China str. *Nansung* left Calcutta for this port via the Straits on the 31st ult., and may be expected here on or about the 16th inst.

The I.G.M. str. *Kleider* left Genoa on Saturday, the 4th inst. at 10 a.m.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE HARDEN CASE.

LONDON, January 5th.  
Herr Harden has been sentenced to four months' imprisonment.

## THE COTTON TRADE.

LONDON, January 5th.  
A lockout in the cotton trade is considered probable.

## SECOND TEST MATCH.

LONDON, January 5th.  
The Australians have compiled 360 runs for the loss of seven wickets. Armstrong's score was 77.

## [REUTERS' SERVICE.]

## COUNT OKUMA'S SPEECH.

LONDON, January 2nd.  
The Times considers that the Japanese newspapers have incurred a grave responsibility by spreading erroneous versions of Count Okuma's speech at Kobe.

## THE UNITED STATES.

LONDON, January 2nd.  
Receivers have been appointed to the Chicago-Milwaukee Electric Co. and the allied concerns, of a capital of \$30,000,000. The Governor of New York State, in his annual message to the Legislature, recommends that whatever restrictions are advisable in the case of Banks should equally apply to Trust Companies. The report of the Superintendent of Banks recommends fixed reserves and a weekly banking statement.

## LATER.

Richmond, Virginia reports that a receivership has been appointed to the Seaboard Airline Railway, with a capital of \$70,000,000.

## THE BANK RATE.

LONDON, January 2nd.  
The Bank rate has been reduced to 6 per cent.

## CANADIAN PACIFIC ATLANTIC STEAMER OVERDUE.

LONDON, January 2nd.  
Anxiety is felt for the Canadian Pacific steamer *Mont Royal* which left Antwerp on the 7th December for St. Johns, New Brunswick, with 230 passengers and a crew of 90.

## THE GERMAN NAVY.

LONDON, January 3rd.  
The first German Dreadnought will be launched at the end of February.

## THE BRITISH ANTARCTIC EXPEDITION.

LONDON, January 3rd.  
The British Antarctic expedition under Lieut. Shackleton, has left Lytleton for the Antarctic.

## THE JAPANESE IN VANCOUVER.

LONDON, January 3rd.  
It is reported from Vancouver that one out of three firemen, who were walking in the streets, stumbled and broke the window of a Japanese shop, when a Japanese mob immediately surrounded and overpowered the firemen, all of whom were badly wounded with knives, one it is believed fatally. Four Japanese were arrested.

## THE AUSTRALIAN CHINESE RESTRICTION ACT.

LONDON, January 3rd.  
The correspondent of the Chronicle in Melbourne wires that the Commonwealth Immigration Commission has unearthed a huge conspiracy to evade the Immigration Restriction Act by smuggling in Chinese. Whites are concerned in the conspiracy, and immense profits have been made.

## THE HARDEN CASE.

LONDON, January 3rd.  
On the 1st inst. Herr Harden was sentenced to four months' imprisonment. The whole case constituted an absolute reversal of the previous proceedings.

## THE BRITISH IN BERLIN.

LONDON, January 3rd.  
Sir Frank Lascelles is about to retire from the Embassy in Berlin.

## LOCAL SPORT.

## CRICKET.

CRAGGENDOWER & MIDDLESEX REGAT.  
The above match was played on Saturday last on the former Club's ground and resulted in a win for Craggendor by 26 runs. Scores:—

MIDDLESEX.	
Major Stevenson, b Evans	25
Capt. Thompson, b Postonji	9
Corpl. Roberts, b Brown	17
Corpl. Macdonald, b Evans	5
Pte. Barton, b Lambert, b Brown	5
Lt. Macdonald, b Brown	2
Corpl. Sharpe, b Evans	8
Corpl. Heather, b Evans	3
Lt. Bagley, b Evans	1
Pte. Clegg, b Brown	0
Pte. Miles, not out	5
Extras	5
<b>Total</b>	<b>78</b>

BOWLING ANALYSIS.	
Evans	16 1 46 5
Postonji	9 4 18 1
Evans	12 2 9 4

CRAIGENDOWER.	
J. D. Kinnaird, b Sharpe	0
L. E. Lamont, b Barton	32
A. O. Brown, b Sharpe	5
G. Evans, b Sharpe	0
J. D. Brown, b Sharpe	36
Lt. Bagley, c Roberts, b Barton	9
R. Postonji, b Sharpe	9
R. Bass, b Barton	6
L. A. Ross, St. Roberts, b Sharpe	0
H. Rapp, not out	10
F. Rapp, b Sharpe	1
Extras	3
<b>Total</b>	<b>104</b>

BOWLING ANALYSIS.	
Sharpe	10 2 58 7
Barton	19 1 48 3

## H.K.C.C. "A" V. KOWLOON.

The Kowloon team were signally defeated by the H.K.C.C. "A" on Saturday, the winners having 120 runs to the good after declaring their innings closed for the loss of three wickets. The feature of the match was the splendid batting of Makia who compiled 109 runs, not out.

HONGKONG C.C. "A."	
A. A. Claxton, c Lowe, b Lightfoot	24
W. F. Brewer, b Macaskill	5
H. R. Makin, not out	109
S. Moore, b Macaskill	34
A. Macaskill, not out	2
J. H. Chalmers, J. W. Taylor, F. Jacks, S. S. Logan, M. A. David and W. F. Swan, did not bat	6
<b>Extras</b>	<b>6</b>
<b>Total</b>	<b>180</b>

BOWLING ANALYSIS.	
Macaskill	15 1 65 2 30 65
Lowe	10 0 55 0 80 55
Lightfoot	6 0 23 1 39 23
Day	4 0 19 0 24 19
Harpur	8 0 19 0 18 10

KOWLOON.	
S. Lightfoot, run out	12
Lowe, c Claxton, b Chalmers	10
J. Robinson, b Chalmers	1
H. Tilmann, c Taylor, b Brewer	1
F. O. Day, b Chalmers	5
J. Claxton, b Brewer	0
K. Macaskill, b Claxton	15
J. Moss, not out	0
H. Harpur, c Claxton	0
C. Liband, lb. w. Makin	2
H. Clements, run out	8
<b>Extras</b>	<b>8</b>
<b>Total</b>	<b>60</b>

BOWLING ANALYSIS.	
Chalmers	17 8 23 3
Brewer	6 1 23 2
Claxton	2 4 2 1
Makin	3 2 2 1

## FOOTBALL.

## H.K.F.C. V. H.M.S. "KENT."

An excellent game was witnessed at the Valley on Saturday between these teams, the Club winning by four goals. The players were:—

H.K.F.C.: Chinnock; Ancoott and Humphreys; Hall, Weal and Gregory; Williams; Turner, Eger, C. Humphreys and Seyer.

H. M. S. Kent: Mensthorpe; Board and Kealey; Heath, Bunter and Cole; Westlake, William, Garzett and Lamont.

The Kent opened play, and for a time the leather passed rapidly across the field. Then the sailors besieged the Club's stronghold securing three unproductive corners in quick succession. Some pretty co. bined play by Turner and Williams carried the leather beyond the danger zone, and then the sailors were forced to defend. Williams attempted a few shots at goal without success, Eger following him and eventually placing one in the net. Repeating their efforts on the restart the Kents carried play into their opponents' territory, but the superior play of the Club forwards prevailed, and again they were pressing on the sailors' net, but the strong defence of the latter prevented further scores before the blowing of the whistle.

Half time: H. K. F. C. 1 goal; H. M. S. Kent, 0.

The opening of the second half saw the Club forwards playing a splendid game, and although the sailors were also seen to advantage they failed to repulse the repeated attacks of the civilians. After turning many shots aside a high one sent in by Gregory beat Mensthorpe. Eger defeated him again shortly afterwards, and notched the Club's fourth goal from a penalty just before time was called.

Final: H.K.F.C., 4 goals; H. M. S. Kent, 0.

## YACHTING.

## H.K.F.C. V. H.M.S. "KENT."

The sixth race was sailed yesterday in bright weather with a fresh north-east wind. The Course was from Police pier round Trocadero Rock (port), Stonecutters (port), Ashes buoy (port) and home. "Vernon" crossed the line first, "Dione" "Ailsa" and "Alannah" about 20 seconds astern. Reaching jibs were set and "Dione" coming along at a good pace looked as if she was going to pass "Vernon" when a luffing match between these two boats occurred which lasted until Yasumati was reached. In the meantime "Ailsa" and "Alannah" keeping in the channel were established a lead and the mark was rounded by "Ailsa" 1st, "Alannah" 2nd, "Vernon" 3rd, and "Dione," which had got into light winds, 4th. After rounding the buoy "Vernon" with the wind on her quarter soon overhauled "Alannah" and about half way between the western end of Stonecutters Island and Ashes buoy "Ailsa" was also passed and "Vernon" rounded the buoy about one minute ahead of "Ailsa," "Alannah" 3rd, and "Dione" 4th. On the beat home a good race ensued between "Vernon" and "Ailsa," the latter held her own well, keeping first well out in the tide and then standing more for the north shore, "Dione" electing to keep more to the south shore in hopes of meeting a southerly blast, "Vernon" however kept her lead and crossed the line first, but "Ailsa" with her time allowance of two minutes won easily, "Dione" finishing 3rd, and "Alannah" 4th.

The times were:—

Vernon	2 0 0
Ailsa	2 0 47
Dione	2 1 20
Alannah	2 10 10

The marks in this class now are:—

Dione	18
Vernon	17
Ailsa	17
Alannah	6

In the one design class "Kathleen" won from "Colleen," "Bonito" being third, and "Min" fourth.

The times of finishing were:—

Kathleen	10 32
Colleen	11 21
Bonito	15 00
Min	24 02

## CORINTHIAN YACHT CLUB.

## GRAHAM CUP.

In the race for the Graham Cup (handicap class) sailed yesterday, the following boats started, and crossed the line under: "Caresse," "Dorothy," "Eva," and "Doreen." The Tremons, "drifted on to one of the dolphins at the Oil Co's works before the start, and received sufficient damage to make it impossible for her to take part in the race. The course was from a line at Fenwick's new works to Trocadero Rock (port), North Fairway Buoy (port) and Kowloon Rock (starboard). "Eva" was first round the Trocadero Rock, "Caresse" second, "Dorothy" third and "Doreen" fourth. The position was the same at the North Fairway Buoy, where "Doreen" dropped a little to the rear. On the beat home "Eva" and "Dorothy" took the Hongkong shore, while "Caresse" took the Kowloon side and "Doreen" the mid channel. The better judgment proved to be with the crew of the "Dorothy," who passed "Caresse" at Tatumstai Point and rounded Kowloon Rock two minutes ahead. "Caresse" was seven minutes ahead of "Doreen," while "Eva" gave up. On the run to the mark "Caresse" gained considerably on the leader, but could not overtake her, and the race finished as follows:—

Dorothy	1 1 0
Caresse	1 1 50
Doreen	1 6 0

## ONE DESIGN CLASS.

In the one design class for the Commodore's Cup ten boats started on the following course: Trocadero Rock (port), North Fairway Buoy (port). A good start was partially spoiled by a junk getting across the starting line. "Athore" and "Joan" were first away, being followed by "Ariel" and "Spray" with the remainder of the starters close up. At the ferry wharf "Athore" had a lead of two or three lengths, "Spray" running second and "Joan" third. On the run to the mark "Joan" displaced "Spray," and the yachts rounded the mark in the following order: "Athore," "Joan," "Spray," "Gael," "Nina," "Ariel," "Doris," "Theola," "Meta," and "Fas." On the reach to the Fairway Buoy "Athore" increased her lead, and "Ariel," "Meta," "Doris" and "Theola" passed "Gael." It was now a dead heat to windward to the winning line. All the boats except "Gael" kept to mid channel. She chose the Kowloon side, and the wisdom of the choice was soon evident as she passed all the fleet except "Athore," the finish being in the following order:—

Athore	12 35 30
Gael	1 1 05
Doris	1 2 10

The times of "Spray" and "Theola" were not taken, and the remainder did not finish.

## MOTOR BOAT SECTOR.

In the afternoon the motor boats had a race for a cup presented by Mr. J. W. Graham, the course being from the Club House around Lyceum Beacon (starboard) back to the Club House. The following boats started: "Vital Spark" (Messrs. Blake and Harvey), "Nellie" (Mr. Lyons), "Bridgeport" (Mr. J. W. Kow), "Patsy" (Mr. Holmes), "Daisy" (Mr. Irvine), "Kelvin" (Messrs. Roberts and Hurn). A very good start was witnessed by the crowd



## EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]

(Continued from last Monday)

## XV.

In England the Canton incident had a curious and unexpected effect. It sort of the pusillanimous self-styled philosophic radicals from the mass of the nation still sound, and by a strange coincidence brought together Lord Derby, the Conservative leader and Cobden the most intractable of the new freetraders. Lord Palmerston was challenged in both Houses, and defeated in the Commons. Instead of resigning he appealed to the country, at the same time quietly continuing his preparations. The result was to replace him in power with a larger majority than before. Meanwhile the war in China went on. China made even a worse stand than in the previous fight; Canton was taken with little loss on either side, and the boastful Yeh was ignominiously sent a prisoner to Calcutta and the City placed under an allied Commission, the French having joined in the war. No more incapable agent than Lord Elgin was, probably, ever employed on a mission of national importance, but the conduct of the Chinese at last did what Elgin would never have done had he found a monstrosity to creep out of. He dawdled irresolutely at Canton, quarrelling with every one, merchant or official indifferently, protesting against the job he had undertaken to accomplish, yet without the pluck to throw it over. The more truculent of the officials seeing they could do so with impunity recommenced the old style of brutal interference, and openly set about drilling their braves, while the old system of cutting off stragglers from the garrison was revived. The Canton officials at last ordered all Chinese subjects at Hongkong to leave; and proceeded, as in the old days, to cut off supplies, which compelled Sir John Bowring to take the affair into his own hands greatly to Elgin's chagrin. At last finding that the other plenipotentiaries who had been sent out by the European Powers had made up their mind to go north to Peking, if necessary, Elgin with bad grace made up his mind to go there too. The season was too late for operating that year, so the expedition had to be postponed till the spring, when at last it got off.

Then at last, early in the spring of 1858, it started, and went up to the Gulf of Pechili: here the Taku Forts at the entrance of the Peiho, thought impregnable by the Chinese Government, were captured, and Elgin went on to Tientsin. His orders were to settle affairs at Peking itself for which he had sufficient force, but the Court being now thoroughly frightened, sent down in hot haste its Commissioners to stop him. With his usual shilly-shallying Lord Elgin permitted himself to be talked over. The treaty was not of Elgin's construction, although he characteristically remarked "any fool could have made it," but had been written out in the Foreign Office, so that he had not the opportunity of tampering with it, or the result would probably have been disastrous. Impatient to get away to Japan, where he would have no governors nor merchants to trouble him, he had not the address to hide his indifference, but let it be seen by the Chinese officers, who took advantage of it to cajole the minister who felt proud when on the 26th June, 1858, the instrument was at last signed, and as he fancied done with, whereupon with almost indignant haste he betook himself to Japan without going to Peking; the chief point detailed in his instructions. The treaty, it is true, contained the stipulation that in future there should be a Minister in residence at the Capital, but Elgin, though he dared not leave it out, showed plainly that so far as he was concerned he cared not a jot for it. Besides stipulating for the residence of the minister in Peking, the treaty also provided for the opening of three ports about the Gulf of Pechili; it might have contained almost anything for all the Chinese signatories cared, they had no intention of keeping it, and so were equally indifferent with the Plenipotentiary.

As for Canton, while all this solemn farce was being enacted with Lord Elgin as plenipotentiary, the Allied commissioners, with Sir P. K. as figure-head continued nominally to rule the City; the real ruler was, however, Hwang, a new appointee of the Emperor as Viceroy of the two Kwang, who held court at Fatsan a few miles off; and was almost ostentatiously raising a new force for the recapture of the City. The great object of annoyance there to these patriots was the presence of Sir Harry Parkes, and Hwang had the temerity to offer 30,000 dollars for his head. When in the autumn Lord Elgin returned to Shanghai after this pleasure trip in Japan, he for the first time commenced to realise that he had been made a fool of. The Imperial Commissioners had not arrived, and had to be sent for; and when they did come he found that their real intention was to seek a way of escape from their engagements. When he got down to Canton, he found his new treaty openly sneered at, and the new Viceroy, preparing to renew the war. Elgin sought his old way of smoothing over affairs, and even went so far as to utter some feeble threat; but to little effect till at last the troops were set in motion with a marked improvement in the friendliness of the relations. Still it was not till a very sharp rebuke came from Downing Street that the weak kneed plenipotentiary could be got to stand on his feet, and then only by fits and starts. Amongst other instances of his incapacity for comprehending the position he had permitted the Imperial Commissioners to reopen the question of the residence of the Minister at Peking, and had not only permitted the question to be reopened, but had actually agreed to move his Government on the subject. With a

fatuousness only to be paralleled by Sir J. Davis's postponement of the right of entry into Canton, and with the result of this act of weakness apparent in his own presence, he had substituted for the right of residence a homely. The result, which a wiser man could have foreseen without the necessity of putting it to the test of experiment, followed a few months later.

(To be continued next Monday.)

## THE REVIEWER TO "D.R.C."

Dear Sir (or Madam).—When Messrs. Kelly and Walsh Ltd. sent me your handsome volume, "Lui Sing, and other stories," and I ran its pages kinematographically under my dexter thumb, I anticipated an easy task, and one not repugnant to my kindly nature. It seemed to be light reading of the talkie-talkie order, with numerous local allusions to give it extra interest. Now that I have read it through, I am at some loss what to say. I want to compliment you, for it is an unusually clever production, for an amateur, but isn't it well, just a little unsavoury? As you see by my style of address, I am in doubt as to your sex. You are either a very young man or a very old woman. Only a very young man would speak so confidently of feminine psychology, and it puzzles me to guess how a woman could know so much about Far Eastern habits of vice. A woman with an indifferently communicative husband and a lively imagination might have described them as you do. Certainly no man of experience would expect to find such lovely and lovable heroines in such queer places, and yet that man would never argue from the wife's point of view just as you have done. You are American—that much is obvious. How did you write these stories? Did you first outline the plots, or did they just develop themselves in skeleton form, I hardly think you ever saw them, or you might not have written them, especially "They Two."

A married lady makes an unnecessary appointment with her husband's false friend on Bowen Road, merely to tell him that unless he showed more ardour, she would take the next steamer home. Why didn't she invite him to tea, as usual? Her husband was a trustful man. It was very compromising to have those two chairs standing so far away from the rendezvous. "Lui Sing" was the half-caste mistress of the husband, and also of the husband's doubly false friend. She was a secret agent of the Russian Government. Do you really think such secrecy was needed in Hongkong, especially as your Russian spy was so careless in India? The interlarded story of the wife's friends in Paris is not good art, you know, in a short story. It switches off the interest too much. That is rather a frequent fault in your stories, by the way. Lui Sing goes to India, map collecting for the Russian government, I suppose, and the wife's lover and husband's false friend follow and marries her. The husband in Hongkong and the wife in Paris grow homesick. She telegraphs, after receiving an explanatory letter from the half-caste enchantress, and husband and wife have a happy reunion, forgetting and forgiving the past. Sounds rather silly, condensed, does it not? I fear you will not forgive me, even though I mention that your descriptions are excellent.

"Dices Dail" is another half-caste, and again she is well, not a good woman. She, too, is in Russian pay, and she is, oh, so lovely. So is the Pearl, her neighbour in the unmentionable street. The white man was not really Dices's pupa; it turned out to be an Indian prince. Lui Sing turns up again, widowed, but still a map collector, and the three love affairs and the unravelling of Dices's parentage make the story. Study de Manpassant, Bret Harte, or Poe on the construction of short stories, dear "D.R.C.," and try again. "They Two," as I said before, is simply unthinkable when boiled down. Helen Arkwright arrives in Hongkong to be a governess. Instead of going straight to her new place, she goes to the Victoria Hotel, and while standing on the balcony, catches the eye of a Chinaman who looks up at her from the street below. "He was tall and stately," that Chinaman, and Helen "stared, flushed, and then drew back into the shadow of one of the pillars." But it was too late. The mischief was done. "Al-must fainting with the emotion," she realised that there was the real reason for coming to Hongkong. She "felt the recognition between their two souls," and when later he saw her on the Canton boat, and said "Will you come to me, dear heart?" dear heart got into a sump, and went to live with him at Macao. Their children—but that's enough of "They Two." Dear Sir (or Madam) don't you feel a little ashamed?

"His double" is positively humorous. I has caught something of the special wit of Monsieur de Kook. The lady's apartment is too frankly catalogued, and the point comes when the Hongkong officer meets her elsewhere with a small child. He regrets his treatment, and wishes to put things right, the last motif of his proposal being Adolphus—"mee chee-gild." Not so fast, says the lady. Don't you remember that in your company there was "a man in the ranks" whom you sent chits by. His resemblance to you was remarkable. Dear Sir (or Madam) don't you think that is just a little—? But makee. The last is, "the undoing of Miss Melchitzke." I don't know what you mean by the title, I'm sure. There is no story to condense. One simply reads of a lady missionary at Amoy whose amah had not the best of references, and who (the lady) eventually tearfully accepts a male missionary's hand in holy matrimony.

As I said before, I don't know what to say of your stories. If you don't mind, I think I'd rather not recommend my readers to buy them. You will write more someday, and better ones, I'm sure. Till then, dear "D.R.C." believe me, &c. &c.

THE REVIEWER.

## TABAC CHANTANT.

Although the attendance at the Talmont Hotel Police Station on Saturday night was not so large as in former years, the hospitality was on the same lavish scale, the Policemen setting up to the legend on a picture which has long hung on a wall in the detective office, "Ha carrez for you." Certainly the Police made admirable hosts on Saturday night, the guests who attended at the Water Police Station being made to feel thoroughly "at home." Mr. Inspector had cast off for the nonce his official cloak, welcomed the guests, wished them a happy new year, and ushered them into a prettily decorated mahab'd where there were others to take care of them. The musical programme was a lengthy one and, needless to say, encores were general. After an opening overture Mr. Jury sang "The Gondolier" to the pleasure of his hearers. Mr. J. aybaud also pleased with his song "To-morrow will be Friday." "The Dandies" was well portrayed by Mr. Leggett, and then Mr. Leckie came on with one of his old songs, "When I woke up in the morning," the comedian being favoured with the warm reception with which his audiences have always greeted him. Later he scored again with a new comic song "Billy Muggins." Mr. Gegg was the Whistling Coon and plantation dancer was warmly received and Mr. Clarke's new and illustrated version of an old story about the house that Jack built caused much amusement. In a second song later, "They parted on the shore," the same singer also received a flattering ovation. An Oboe solo by Mr. Titmus, skilfully executed, was much appreciated, and so was Mr. Carter's rendering of "The Music Teacher." Mr. Hutchison, another clever comic singer, made his first appearance before a Hongkong audience and should be pleased with the reception accorded him after his singing of "In Society" and "When I was in the Army." The first part of the programme was concluded by Messrs. Jury and Leckie who were loudly applauded for their localised comic duet "Of Course." Mr. Polling sang "The finest voice on earth," a song in which his fine voice was heard to advantage. Mr. Worcester amused his hearers by telling them the revised version of the story of Jack and Jill (perhaps the whitest sketch of the evening) and after a number of the former performers had again obliged, Mr. Leckie brought an enjoy able evening to a close with his old and appreciated impromptu song "Items of the Day." A word of praise to the promoters is now all that remains to be said. That they worked hard in arranging such a really enjoyable treat is well understood, and that their efforts were appreciated was obvious. The committee were Messrs. J. H. Korr (president and chairman), C. Bird (Secretary), Sutton, Jackson, Cargill, Isagley, Clarke, Irvine, Nundy, O'Connor, Edwards, Wilden, Davis, Gallagher, Garner, Hedge and Pinco.

## KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 17th December 1907. Present: Messrs. W. H. Wallace (Chairman), C. A. V. Brown, A. F. Cardiner, Huang T'an-shew, W. Krus, S. Okuyama, the Health Officer and the Secretary. 1. The minutes of the last meeting are read and confirmed. 2. The list of persons qualified to vote at public meetings of ratepayers is read and approved. 3. The tenders for the 1908 Night Soil Contract are opened and considered. Subject to satisfactory references being given, the tender of Ong Bong Kak for \$2000 is accepted. 4. The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—

Allowing pigs to stray 4, contempt of Court 1, assault 3, quarrying stone to the danger of the public 1, breach of contract 1, throwing rubbish into public drain 2, debt 1.

By order, C. BENNETT MITCHELL, Secretary.

## BISHOP LANDER'S NEW YEAR ADDRESS.

At the City Hall last night his Lordship the Bishop of Victoria delivered a New Year's address. He was supported on the stage by a number of clergy, and by Mr. Amos P. Wilder, the U.S. Consul-General, who acted as chairman. Mr. Wilder in his opening address made a touching reference to the late lamented Bishop Hoare, telling how the late Bishop, when he saw that all was over, knelt on the dock and prayed, and remarking that if we ransacked the pages of recorded heroism, much of it would pale before the story told by Bishop Hoare's Chinese servants.

His Lordship, the Bishop, after an opening prayer, remarked that it was not the first time he had spoken in a theatre. We should rejoice to know that while we had special places of worship our God was not confined to them. We were on the threshold of the year 1918 and were wishing each other happiness and prosperity. The way to get that happiness was to remember the lines "Seek ye first the kingdom of God and his righteousness." That was the secret of happiness; that secret of peace within; and the secret of satisfaction. A great many people were not in earnest about this life, saying that they had not time to think of the Kingdom of God because life was so strenuous nowadays; but of all flimsy excuses these were the most flimsy. Our first business was not to get money; to get on in the world; or to get a good position. It was to glorify God. We should seek first God's kingdom. That should be done before everything.

## NEW CHINESE RAILWAYS.

An engineering correspondent of the Times writes:— It is now some years since a series of preliminary agreements were entered into for the construction of various lines of railway in China with the aid of British capital, and under the superintendence of British engineers. These railways were the Shanghai-Nanking, the Tientsin-Yang-tze, the Lin-Kwai-Quan-Singang, the Su-chau-Hang-chau-Ning-po, and the Canton-Hongkong lines. Some years were occupied in surveying and in carrying the negotiations through to a definite issue, and it was not until 1903 that the final agreement for one of these lines, the Shanghai-Nanking, was signed, and the work of construction put in hand. The total length of this line is nearly 200 miles, of which 150 miles from the Shanghai end are now open for traffic, while it is expected that the remaining mileage into Nanking will be completed by July next. The route selected for the chief waterway, which have hitherto been the main arteries of transport. Starting from Shanghai, the line first follows the course of the Su-chau creek, thence for a considerable mileage it runs alongside the Grand Canal, and from Chinkiang to Nanking it runs parallel to the Yangtze. The advantages of following the main waterways are quite obvious; as the waterways act as feeders to the railway; but the character of the country is responsible for a vast amount of bridge work between Shanghai, Su-chau, and Wushih, the latter being 8 miles distant from Shanghai. On this route the line is continually crossing the tributary streams of the main waterway, and the Grand Canal itself has to be bridged in several places. Between Shanghai and Su-chau there are 111 bridges for 50 miles of track, and between Shanghai and Wushih there are 171 bridges, representing an average of over two bridges per mile. In connection with this bridge work it should be borne in mind that the bridges had to be designed to give sufficient width and load-carrying capacity for the sailing junks which form the major portion of the water traffic. The most important of the bridges is that crossing the Grand Canal at a point 137 miles from Shanghai. This bridge has three girder spans of 60ft., two others at Su-chau have skew spans of 64ft., each, with two approach arches of 20ft., and a third bridge, at Quinan, has two approach arches on either side of the 30ft. span, and four girder spans of 40ft.

Beyond Wushih the line runs through undulating country as far as Chinkiang, necessitating a good deal of banking and cutting, and beyond Chinkiang a range of hills has to be traversed. Here is situated the only tunnel on the line, some 485 yards in length. From thence to Nanking the route followed will involve a good deal of heavy earthwork and cuttings through the hills flanking the Yangtze Valley. At Nanking the Yangtze river crosses the further progress of the line, although Pootung, the Southern terminus of the projected Tientsin railway, will be on the opposite bank. The river, in this spot, is wide and deep, and would be very difficult to bridge, owing to the want of foundations for piers. In these circumstances a steam-ferry-boat, to establish communication with the Tientsin railway, is being mooted. It will be gathered from the foregoing description, there are no heavy gradients on the Shanghai-Nanking railway; the heaviest being 1 in 150. The line, the estimated price for which was 23,000 per mile excluding land, is constructed on standard English gauge, single track, and is laid with Tarras sleepers, and 65lb. rails. It is in every respect a first class track, on which speeds of 80 miles per hour can be safely employed. Although the line is at present single-track, it should be noted that the banking and bridges from Shanghai to Su-chau have been constructed for a double line of railway. The locomotives, rolling stock, and track are the work of English engineers, Messrs. Robert Stephenson and Co. having built the passenger engines and the North British Locomotive Company the goods locomotives, the parts of which are, however, in many respects interchangeable. The rolling stock is to a large extent the work of the Metropolitan Amalgamated Railway Carriage and Wagon Company.

From Shanghai there was an existing short line of some 10 miles to Woosung, and this line has been amalgamated with the Shanghai-Nanking railway, and for this purpose reconstructed. At Woosung completely equipped railway shops have been erected for the manufacture of rolling stock and for repairs to locomotives. An electric power-house supplies current to the railway shops for both light and power. Some criticism has been levelled at the high standard aimed at in construction and equipment; but it is anticipated that, quite apart from the probable low cost of repairs and renewal the actual outlay on construction will be within the estimate. The consulting engineers are Sir John Wolfe Barry and Mr. A. J. Barry.

With regard to other railways, for which preliminary agreements were signed, the only one which has yet emerged from the stage of negotiation is the Canton-Kowloon Railway, although it is hoped that an agreement will be reached with the Su-chau-Hang-chau-Ning-po and the Tientsin-Yang-tze railways will be shortly signed. Difficulties have arisen owing to the progressive movement in China, which aims at the control of its own railways, and concessions have had to be made, and may in the future have to be made in still greater measure, to popular opinion. The Canton-Kowloon line, the final surveys for which are now being made, will have a total length of about 125 miles. For the first 50 miles the route to be followed is parallel with the River, and the probable explanation of this is the more direct and probable explanation of the position that the merchants found it more profitable in the recent era of high prices to draw on the large stocks of old metal which must exist in the country in the form of bronze and other alloys, and wait for a fall in values rather than buy new metal. If this be the case, Chinese buying might be expected to recur with the lower prices that we are now witnessing.

## TAN SAN.

BOTTLED AT THE FAMOUS TAKARADZKA SPRING

CLIFFORD WILKINSON TANSAN CO., KOBE.

Pure, Healthful and Deliciously-Refreshing Tablewater.

Relieving Caut, Promoting Digestion, Preventing and Correcting Acidity, and Giving Tone to the Whole System.

D. JUSTIN DE LISLE, M.D., formerly in laboratories of Professors Bouché and Metchnikoff, Institut Pasteur, Paris, writes: "TANSAN contains no microbes of any sort. No wonder it has been pronounced 'THE CHOICEST OF ALL CHOICE WATERS.' I find TANSAN Soft, Sweet and exceedingly agreeable to the taste and in effect on the Stomach."

BEWARE OF IMITATIONS.

SOLE AGENTS:—

H. PRICE &amp; CO., LTD.

WINE, SPIRIT &amp; CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

TIN MINING IN CHINA.

The Mining Journal says:—

Some particulars

are given in the recently published sections

of the Chinese Imperial Maritime Customs

returns which supplement the particulars

published in our issue of July 13 last, in regard

to the tin production of China last year. The

export from the Mengtze district of Yunnan,

the only producing field of any importance

of which we know, was 66,946 pikuls, against

74,972 pikuls in 1905. Despite the record price

of tin, lack of water and scarcity of labour

restricted production. It may seem somewhat

curious that scarcity of labour should be

experienced in China, but this was due to the

increased cost of the necessities of life sup-

plied to the high cost of transport, which later

necessarily added considerably to the general

level of prices, as pack transport of several days'

duration is requisite to reach the mines. Thus

even the high prices obtained for tin failed to

equalise the increased wages demanded, and

many miners are said to have gone elsewhere to

try their luck. In connection with the Tonkin

Yunnan Railway, which it is hoped will be

completed as far as Mengtze by next summer,

it is stated that the cost of living and transport

has doubled within the last four years. The

freight from Mengtze to Haiphong, the

port of shipment, last year was \$61, or (say)

\$65.50, per ton. Beside the output from

Mengtze, the following small quantities of tin

from the undermentioned ports appear in

the export returns: Wuchow, 918 pikuls;

Kowloon, 189 pikuls; Hankow, 97 pikuls; and

Swatow, 16 pikuls. Such items, however, do

not necessarily indicate anything more than

re-shipments, and in any case are too incon-

siderable to be worth attention. In this con-

nection it is interesting to note that the

practically all of the Mengtze tin was shipped

to Hongkong, whence it is distributed abroad

and through China, though last year 3,290

pikuls was consigned to French territory. Of

the 36,257 pikuls imported into China last

year, 31,758 pikuls were shipped from Hong-

kong, the balance coming from the Straits

Settlements. A brief account of the tin

smelting industry in Hongkong is given

by Sir Alexander Hoare in a recent consular

report. There are apparently four active

refineries in Hongkong where Mengtze tin is

handled. The metal is imported in slabs of

2 ft. by 1 ft. by 1 in., and it is of three qualities,

the third of which is very impure frequently

carrying 20 per cent. of lead. According to

the smelter's figures, refining increased the

value of the metal from \$95 or \$97 to \$100 per

pikul, which, if we consider the lessened bulk

of the refined product, and the cost of the

operation, seems to represent the Chinese

refiner as easily satisfied; but possibly there

are "allowances" in China as elsewhere. The

slabs are melted in circular pans about 3

feet by 1 ft. with wood fuel, an iron cylinder,

4 feet in diameter, is placed in the centre of each

pan, rising to a little above the sides, and in

this the metal is tossed and skimmed, and

finally ladled into moulds giving an ingot of 85

castles, or 113-13rd. lbs. The skimmings and

drains are treated with charcoal in a small

blast furnace, and the product added to the

refining pans, the slabs being sold to Shanghai.

The capacity of the largest of the works is

about 8 tons of refined metal a day. In view

of the large estimates of tin production which

have been attributed to China (Prof. G. H. G.

Lewis in his "Production of Tin" mentions

10,000 to 20,000 tons per annum), the figures

given above are certainly instructive. Sir

Alexander Hoare, whose investigations of

Chinese commercial resources are well known,

in the consular report above referred to, is

unable to indicate any other sources of produc-

tion on a commercial scale, and it would seem

doubtful, therefore, whether anything of the

kind at present exists. It is also noticeable how

greatly Chinese consumption has declined even

in the last four years: the tin declared im-

ported in 1905 was given as 7,215 pikuls and the exports

in 1906 as 41,833 pikuls indicating an excess

of consumption of 28,332 pikuls; while last

year with an output increased to 68,168

pikuls, the imports were only 56,122 pikuls.

The Chinese may, of course, have to find

substitutes for tin, though with their

conservative ideas we do not think this

very likely; or the country's purchasing power

may have been crippled in recent years, though

the great copper speculations of 1904 and 1905

seem to negative this idea; or, thirdly, there is

that appears to be the more probable explana-

tion of the position that the merchants found it

more profitable in the recent era of high prices

to draw on the large stocks of old metal which

must exist in the country in the form of bronze

and other alloys, and wait for a fall in values

rather than buy new metal. If this be the case,

Chinese buying might be expected to recur with

the lower prices that we are now witnessing.

## KAISER'S EFFIGY BURNT.

GERMAN CONSUL EXPELLED FROM HIS HOTEL.

Vienna, December 2.

The Emperor William's effigy was burnt

last evening in Lemberg in front of the hotel

where the German Consul was staying.

Crowds of Polish students from the university

and other Poles held a violent demonstration

in the Reichstag that Germany will continue

the drastic policy of Frederick the Great and

Prince Bismarck for the Germanisation of

Poland.

Violent speeches were made, and the demon-

strators, carrying the Kaiser's effigy, then

marched in procession to the Consul's hotel,

where, amid loud cheering, they set the effigy

alight.

The Consul was threatened, and the mob

demanded that he should be expelled from the

hotel. As they received no answer they pro-

ceeded to smash the windows.

The proprietor then appeared and promised

that he would give the Consul notice to quit.

This pacified the demonstrators, who dispersed

without doing further damage.

## THE ROBINSON PIANO CO., LTD.



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lichner's.

## NEW ADVERTISEMENTS



## IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE Estate of JOHN BRUNTON MUIR late of the a.s. "MACDUFF" Master Mariner, Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 55 of the Probates Ordinance 1897 made an Order limiting to the 31st day of January, 1908 for sending in Claims against the above Estate. All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 31st day of December, 1907.  
ARATHOON SETH,  
Official Administrator.

## WANTED.

ON THE UPPER LEVELS.

COMFORTABLY FURNISHED BED and SITTING ROOM, with Bathroom and Boy's Quarters.

Apply—  
E. G.  
Hongkong, 6th January, 1908. 153

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE ANNUAL DANCE will be held at the City Hall on FRIDAY, the 10th instant. Members who have not yet received Tickets may obtain same from the Secretary. It is requested that lists of guests be forwarded as soon as possible.

Hongkong, 6th January, 1908. 151

## BEKANNIMACHUNG.

Die amtlichen Veröffentlichungen des Kaiserlichen Deutschen Konsulats werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICHES DEUTSCHES KONSULAT.  
Swatan, den 27. Dezember 1907. 155

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on FRIDAY, the 10th January 1908, at 2.30 p.m., at No. 7, "The Haystack," The Peak, THE WHOLE OF THE HOUSEHOLD FURNITURE

Comprising:—SILK TAPESTRY DRAWING ROOM SUITE, BLACKWOOD TEA TABLES and FLOWER STANDS, OVERMANTLES, AMERICAN ROLL-TOP DESK, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Bevelled Glass, GLASS CHOCKERY and E.P. WARE, BRASS MOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE-TOP BUREAU with Bevelled Glass, CHEST-OF-DRAWERS, &c., &c., &c.

Also, One COTTAGE PIANO. Catalogues will be issued. Terms:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th January, 1908. 156

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAMER "FIUME" (DIRECT) Sailing at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, YARICA and ADRIATIC PORTS.

THE Company's Steamship "NIPPON."

Capt. Tanabochi, will be despatched as above on or about THURSDAY, the 16th inst.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to SANDER, WIELER & Co. Agents, Princes' Buildings, Hongkong, 6th January, 1908. 3

## "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK" FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd. Agents.

Hongkong, 4th January, 1908. 150

## NOTICES OF FIRMS

## NOTICE

MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to Sign the name of our Firm per procuration from This Date.

SIEMSEN & CO. Hongkong, 31st December, 1907. 121

## NOTICE

WE have This Day OPENED a BRANCH of our Firm at CANTON and authorized MR. EUDOLF LENZ to Sign per procuration.

SANDER, WIELER & CO. Hongkong, 1st January, 1908. 136

## NOTICE

THE Interest and Responsibility in our Firm of MR. ARMIN HAUFF ceased by mutual consent on the 31st December, 1907.

MESSES GUSTAV FRIESLAND and ADOLF WIDMANN have been admitted PARTNERS from This Date.

MELCHERS & CO. Hongkong & China, Hongkong, 1st January, 1908. 124

## NOTICE

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 1st January, 1908. 125

## NOTICE

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 1st January, 1908. 126

## NOTICE

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of J. R. MICHAEL & CO. The Partners in the Firm are myself and MR. S. H. MICHAEL.

J. R. MICHAEL. Hongkong, 1st January, 1908. 128

## NOTICE

MR. JOHANN GEORG LUDWIG SCHROETER having retired from our Firm, his interest and responsibility ceased on the 31st December, 1907.

MR. PAUL FRIEDRICH HERMANN WESTENDORFF has TO-DAY been admitted a partner and we have authorized MR. PETER HARTWIG NELLESEN to Sign our Firm from This Date.

MEYER & CO. Hongkong, Canton, 1st January, 1908. Shanghai, Hankow. 129

## INTIMATIONS

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Expe. issued Teacher. "A. E. HARA."

Apply—34, Lyndhurst Terrace, Hongkong, 4th January, 1908. 143

## COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in 1907. In perfect working order but bought out by opposition and to be SOLD CHEAP. 6 Ton C. O. belt driven Compressor, Compound Engine, Babcock and Wilcox boiler, W. I. Chimney, C. O. Condenser, Distilling Apparatus, Freezing Tank, Piping, Spices, &c., &c. Apply—BANGKOK MANUFACTURING CO. LD., Bangkok, (Siam). Bangkok, 17th December, 1907. 132

## SWATOW DRAWN WORK COMPANY.

88, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST FINEST WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

## IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c., &c. AND All other Philatelic Goods.

CALL AT—GRACA & CO. Hongkong Hotel Corridor. Hongkong, 1st January, 1908. 119

## KWONG WOO.

JEWELLER, DEALER IN SILKS, &c. No. 78, Queen's Road, Central.

BEGGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increased business, he will REMOVE to his New and more spacious premises at NO. 88, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

Hongkong, 1st January, 1908. 131

## ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 35 Years From 1874 to 1908.

Price: \$3 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

Apply to—SPANISH PROCURATION. Hongkong, 18th October, 1907. 97

## TO LET.

NO. 59, CAINE ROAD. Nos. 27 and 31, SEYMOUR ROAD.

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central. Hongkong, 27th November, 1907. 91

## TO LET.

NO. 38, CAINE ROAD. AUCTION ROOMS No. 2, Zetland Street, No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 9th October, 1907. 87

## TO LET.

NO. 5, MORRISON HILL. One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1907. 93

## AUCTION.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, TO-MORROW (TUESDAY) the 7th January, 1908, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDRIY HOUSEHOLD FURNITURE, Comprising:—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with Bevelled Glass, OVERMANTLES with Bevelled Glass, SIDEBOARD and DINING WAGGONS with Bevelled Glass, MARBLE-TOP WASH-STANDS, DOUBLE TEAKWOOD WARDROBES with Bevelled Glass, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPETS, COOKING STOVE and 4 UTENSILS, &c., &c., &c.

Also, One COTTAGE PIANO by Pleyel. Catalogues will be issued. Terms:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 4th January, 1908. 147

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A Portion of MARINE LOT No. 235 at NORTH-POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portion of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 4300 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. 84

## PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 1530

## TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—REUTER, BROECKELMANN & CO. Hongkong, 8th December, 1907. 102

## TO LET.

LARGE ROOM on first floor of No. 16, DES VOEUX ROAD.

Apply to—FERD. BORNEMANN, No. 16, Des Voeux Road Central. Hongkong, 4th January, 1908. 144

## TO LET.

NO. 2, CHANCERY LANE. Furnish'd or unfurnish'd 6 Rooms. Electric Light.

"STILLINGFLEET" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central. Hongkong, 4th January, 1908. 146

## TO LET.

A HOUSE IN KNOTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO. LD. Hongkong, 1st January, 1908. 85

## TO LET AT ONCE.

ONE OF THE FINEST RESIDENCES on SHAMANE, Canton.

Apply to—Care of "Daily Press" Office. Hongkong, 3rd January, 1908. 139

## TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.

Apply to—HEWAN & CO., Care of China Merchants S. N. Co. Hongkong, 1st October, 1907. 94

## TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

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Apply to—LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 9th October, 1907. 87

## TO LET.

NO. 5, MORRISON HILL. One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1907. 93

## TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—A. W. BEEWIN, Registrar General's Office. Hongkong, 14th December, 1907. 101

## TO LET.

NO. 11, SEYMOUR ROAD. Apply to—THE COMPADORE DEPT., JARDINE, MATHESON & Co., Ltd., Cornmarket Road Central. Hongkong, 12th December, 1907. 105

## TO LET.

NEW and COMMODIOUS SHOP in Des Voeux Road Central, moderate rental.

FLATS in Des Voeux Road Central. No. 14, SALISBURY AVENUE, Kowloon. No. 2, GRANVILLE AVENUE, Kowloon. No. 3, EAST TERRACE, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 27th November, 1907. 117

## TO LET.

OFFICES in ALHAMBRA BUILDINGS. Apply to—SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 91

## TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL. First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outbuildings suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.

Apply to—DAVID SARSOON & Co. LTD. Hongkong, 4th January, 1908. 96

## TO LET.

A FURNISHED HOUSE in Kowloon. Suitable for a Bachelor's Mess of 4 or 5.

Tennis Court. Apply to—Care of "Daily Press" Office. Hongkong, 30th December, 1907. 2033

## TO LET AT KOWLOON.

A FURNISHED ROOM with Bathroom. Apply to—Care of "Daily Press" Office. Hongkong, 3th December, 1907. 2037

## TO LET.

NO. 2, MACDONNELL ROAD. Apply to—COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 18

## TO LET.

GODOWNS Nos. 93, 95 and 101, Praya East. Apply to—CHATER & MODY, Victoria Buildings. Hongkong, 10th December, 1907. 92

## TO LET.

"EGGESFORD" (Furnished) No. 114, Peak. Contains 6 ROOMS. No. 71, WYNDHAM STREET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club, containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldbrook MacGregor). OFFICES in Queen's Road Central.

BELLILLO TERRACE HOUSES, ROBINSON ROAD. BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.

CROWNEST Unfurnished from 1st March, 1908.

No. 1, ALBANY. No. 6, DES VOEUX VILLAS (PEAK). No. 2, BEACONSFIELD ARCADE. No. 57, PRAYA GRANDE, MACAO.

Apply to—LINTSEAD & DAVIS, 3rd Floor, Alexandra Building. Hongkong, 4th January 1908. 89

## TO LET.

OFFICES on Top Floor No. 2, Cornmarket Road, facing the Cricket Ground. "HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road. OFFICES in York Buildings.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st January, 1908. 86

## TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—YEE SANG FAT & CO., Sams Address. Hongkong, 7th October, 1907. 85

## TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELLIOT CRESTWOOD, ROBINSON ROAD.

Apply to—F. X. DALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 3rd December, 1907. 100

## BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK (Netherlands India Commercial Bank)

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,112,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM. SUB-OFFICE: THE HAGUE. HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Bandoeang and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontanek, Padang, Medan, Penang, Bangkok, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

BANKERS: London: [THE WILLIAMS DRAGONS BANK, (SWISS) BANKVEREIN, PARIS: COMPTEUR NATIONAL D'ESCOMPTE DE PARIS, Berlin: DEUTSCHE BANK, Brussels: BANQUE DE PARIS ET DES PAYS BAS, Vienna: UNION BANK, Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED. On Current Account at the Rate of 2% per annum on the Daily Balances.

On Fixed Deposits: 12 months 4% per annum. do. 6 do. 3 1/2 do. do. 3 do. 3% do.

J. BOETJE Manager No. 16, Des Voeux Road Central



**INTIMATIONS.**

**S. MOUTRIE & CO., LTD.**

THE ORCHESTRELL CO.'S

NEW MODEL

**"AERIOLA"**

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LD.,

York Building, Chater Road.

Hongkong, 13th November, 1907. 37-1

**COLD STORAGE.**

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1907. 43

**MITSU BISHI GOSHI-KWAISIA (MITSU BISHI CO.)**

**COAL DEPARTMENT**

MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI," which applies to all Branch Offices.

At ABC 5th Ed. Western Union Codelets used All Letters Addressed to:

MANAGER MITSU BISHI Co. with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHUNKIANG: Messrs. GUARINO & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Shitane, Nanyang, and Kani-Yamada Collieries, and also Higo Colliery, which will shortly be ready to produce on a large scale the best Basen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, 814 No. 2, Pedder Street.

**THORNE'S OLD VAT**



THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831

**SCOTCH WHISKY.**

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & Co., Ltd.

1763

**CLEANSE YOUR BLOOD WITH GRIMAUD & CO'S SARSAPARILLA**

The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAUD & CO, 1, rue Vivienne, PARIS

**INSURANCES**

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.**

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.

Hongkong, 21st April, 1907. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Agents.

Hongkong, 18th August, 1906. 23

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1906: £17,897,119.

1. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 887,500 0 0

11. FREE FUNDS... 3,386,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146

**FOR SALE**

**FOR SALE.**

A FINE COPY OF CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1669-4 and bound Half-Green Cal. Splendid Condition.

Apply to—

"CAMOENS" Care of "Daily Press" Office.

Hongkong, 21st December, 1907. 2001

**FOR SALE.**

INLAND LOT No. 1703.

**SITUATE** at North Point, Shankwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to

GOLDRING & BARLOW, Solicitors,

10, Queen's Road Central.

Hongkong, 12th September 1907. 106

**ON SALE.**

**THE FIFTY YEARS**

**ANGLO-CHINESE CALENDAR**

日曆庚申年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUN.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

**HONGKONG**

**BUSINESS DIRECTORY.**

**BOOKBINDING.**

**"DAILY PRESS" OFFICE.**

The only office in China having European taught workmen—Equal to Home work.

**IRON MERCHANTS.**

**SINGON & CO.,**

Iron, Steel, Metal and Hardware Merchants—Wholesale and Retail.

Ironmongers, Pig Iron and Foundry.

Coke Importers, General Storekeepers and Commission Agents,

35 & 37, Ring Loong Street, (1st Street West of Central Market.) Telephone No. 515.

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F. A. V. RIBEIRO,

Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate.

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**DR. M. H. CHAUN.**

**THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.**

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

**SIEN TING.**

**SURGEON DENTIST.**

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1549

**NATAL LINE OF STEAMERS.**

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with 1800-CHINA STEAM NAVIGATION Co.'s fortnightly service between Cape Town, Callings from CALCUTTA for CAPE TOWN every fortnight.

For Freight and further particulars apply to

DODWELL & CO. LIMITED

General Agents for China and Japan Hongkong, 4th August, 1898. 9

**SCIENTIFIC MISCELLANY.**

**MAPPING SOILS—THE LATEST DRUG HABIT.**

INSECTS AND GRUBS OF THE LAND'S SURFACE—POISON FARMING—CONSUMPTION FROM BIRD FEEDS—ANT PERCEPTION—A REMARKABLE HEAT GOVERNOR—THE WOOD-COCK'S EARS—SNOW ON ROOFS.

Soil surveys were begun in the United States in 1899 and by June 3, 1906, according to J. A. Bonstedt, an aggregate of 118,686 square miles, or 75,959,365 acres, had been mapped in 43 States and 4 Territories, this being about one twenty-fifth of the whole country and a little less than one tenth of the land actually in farms.

The field work of survey consists in determining the texture, structure, quantity and distribution of organic matter, internal natural drainage and topographic relief of the soil. Closely similar areas are classed in the same soil type, several types differing only in texture or degree of coarseness or fineness from a series, and several series of similar origin and climatic and other conditions constitute a province.

At present 12 great soil provinces, 58 soil series, and 461 soil types have been recognized. The Norfolk sand, a warm, porous soil adapted to truck crops, has been mapped over 266,000 square miles in 54 areas of 14 Eastern States; and the Marshall silt loam, nearly all specially suitable for corn, has been mapped over 612,000 square miles of 23 areas in 9 States—a great area being still unmapped.

A new intoxication menacing society has been brought to notice through Dr. McKendrick of the University of Glasgow. Carbon tetrachloride, a colorless, non-inflammable liquid differing but slightly from chloroform in composition and having similar anesthetic effects, is a safe, clothes cleansing material, and of late has been used as a "dry shampoo." Its danger has been made known by a lady who struggled to keep consciousness under the shampoo. The hairdresser affirmed that the effects are liked, and a carbon tetrachloride habit seems to be developing.

An estimate of March and November bird-fall near Washinton has shown 1,216,800 animal objects and 2,07,810 seeds per acre in forests, and 13,657,710 animals and 33,822,745 seeds per acre in meadows.

One of the strangest as well as most costly articles of commerce is snake-venom, for which there is a growing demand in medicine and other branches of science. The supply comes from Australia, and a recent Sydney quotation placed the market price at 21 to 25 shillings per grain, or about \$30,000 per pound Troy.

no attempt seeming to have been made hitherto to distinguish between the poison of snakes whose bite is usually fatal and that from reptiles that seldom kill. Dr. Tilswell, of the New South Wales Health Department states that the venoms are now being assayed. Laboratory experiments place the tiger-snake venom first, as it is 16 times as deadly as that of the black snake and four times as powerful as that from the brown snake or the death-adder.

In average yield at a bite, the death-adder supplies three times as much as the tiger snake and 17 times as much as the brown snake. So far the snakes have been mostly captured by hand, to avoid loss of poison, and, at even greater personal risk, have been held in the head while being skinned and made to bite through a rubber-band, ejected upon a glass plate the venom from the two poison-fangs in the upper jaw. Each snake has supplied the material from one bite, averaging about a grain. A new discovery is that the supply in the fangs is renewed, and in future snake farmers may "milk" the poison from well-kept reptiles every two days for an indefinite period.

A serious risk of tuberculosis from pet birds is alleged by Dr. Tucker Wise of Montreux, who records 33 cases of apparent infection, with other evidences from eminent physicians. The life of caged birdlike canaries, pigeons and parrots—especially favors tuberculous disease, and the fluttering of their wings and the action of fine readily convey infection to the family. As 400,000 canary birds are sold in England yearly, the influence upon public health is believed to be important.

Ants have been proved so sensitive to temperature, in late experiments of O. C. Silverlock, that they detected a change of a third of a degree Centigrade. He thinks ultra-violet rays, which they avoid, appear to them as a color unknown to human beings.

The "Sylphon Rhythm" of W. M. Fulton, of Knoxville, Tenn., is a novel kind of head motor, which expands and collapses through several inches, and is claimed to control the heart from a far distance more effectively than any electric thermostat, while lacking the troublesome defects of the latter. The apparatus takes the form of a vessel of flexible metal, with sides deeply folded, like those of a bellows. It is hermetically sealed, and contains a small quantity of volatile liquid, the vapor of which in expanding and contracting gives a change in pressure of half a pound per square inch for every degree of temperature. As the end wall of the vessel has an area of 39 square inches, each degree of variation in the atmosphere changes the internal pressure 15 pounds. This pressure of one degree of heat lengthens the vessel half an inch, and moves the controlling dampness of the heater four inches. The regulator can be set to operate at any temperature between 55 deg. and 80 deg. F.

The ears of birds are being specially studied by W. P. Pycraft, at the South Kensington Museum, as a result of the curious discovery of Charles Whympere, the British artist. The ear is usually behind the eye, but the snipe has been known to have the opening just beneath the eye, and now it is found that the woodcock has the aperture below and in front

of the eye. It is further noted that the opening on one side of the head is considerably larger than that on the other side, slightly different in shape, and somewhat farther forward.

The snow load of roofs, which has been lately investigated by S. de Perrot of Neuenberg, Switzerland, proves to be a very dense mass after repeated falls, followed by thawing and refreezing. In several instances the weight was 36 to 38 pounds per cubic foot and the thickness 24 to 32 inches—thus giving a load of 70 to 100 pounds per square foot, which is three or four times the usual calculation.

**SHARE REPORT.**

Messrs. Erich George & Co. say in their weekly share report dated 4th January, 1907:—We have a little more business to report this week, although New Year's holidays have interfered. The new year has opened with a slightly better feeling and a few stocks have improved already.

The money market in London is much easier, which enabled the Bank of England to reduce the rate of discount from 7 to 6 per cent, and the market rate of discount is also lower, being quoted 5 per cent. The sterling demand rate of exchange on London closes at 1s. 10-5/8, while rates on Shanghai are 1s. 7-1/4 for Bank T/T and 1s. 7-1/4 to 1s. 7-1/4 for a three days' sight Private Bill. Consols have advanced in London to 234, and Bank of India to 25-9/16d.

BANK SHARES.—Hongkong and Shanghai Bank Shares have been done at 77-1/2 for old and 77-1/2 for new shares, closing with further sellers, London quoting 230 and 278 respectively. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions sold at 82-1/2 and 83-1/2, closing with buyers at 82-1/2. North China Traders, as well as Cantons, are unchanged. Old Yangtze is quoted 81-1/2, while sales of the new issue have been reported at 81-1/2.

FIRE INSURANCE SHARES are unchanged and without business.

SEWING MACHINES.—Hongkong Canton and Mexico have strengthened further, buyers paying 23-1/2, at which rate more shares are wanted, while holders demand 23-1/2. Indo-Chinese remain quiet at 23-1/2 (\$4) for preferred, and 22-1/2 for deferred shares) while in the north 1s. 5-1/2 has been paid. London quotes 24, 5s. 0d., and 23, 5s. 0d. respectively. C. in and Manila are neglected at 21-1/2, but Douglas have improved to buyers at 23-1/2. Shall Transports, sold at 42-1/2, the London rate having improved to 43-1/2. Star Ferries can be placed at 24 for old and 21-1/2 for new shares. Union Waterboats changed ownership at 31-1/2.

REFINERIES.—Unchanged in rates and without transactions.

MINING SHARES.—Without any sales. The following is the result of Raub working for the last eight years:

1900 1901 1902 1903 1904 1905 1906 1907

Total tons ore crushed.

19,116,431 18,315,742 16,373,551 62,722,629 62,930

Quines of gold won are:

12,632,183,369 11,965,19,345 7,301 8,174 9,813 12,950

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks have ruled quiet at 23-1/2, but the general outlook appears to be a little better, and we may perhaps see an improvement shortly. Penwick, as well as New Amoy Docks, remain neglected. Shanghai Docks have advanced in the north to 1s. 7-1/4, while Hongkong and Whampoa are on offer at 1s. 20-1/2. Hongkong and Kowloon Wharves have been done at 25-1/2 for old, and 25-1/2 for new shares, at which rates the market closes steady; the new issue was payable on 31st ultimo, and the new shares will rank for dividend from last instant.

LANDS, HOTELS & BUILDINGS.—A few Hongkong Land Investment and Agency Co.'s shares sold at 3-1/4 and 3-1/2, closing steady at the latter figure. Kowloon lands are weak with sellers at 3-1/2. West Point can be placed at 3-1/2, and Hongkong Hotels at the improved rate of 3-1/2. Humphreys' Estates shares are on the market at 3-1/2. Shanghai Lunis are steady at 1s. 10-1/2.

COTTONS.—Bangkok quotes: Two buyers at 1s. 5-1/2 for the dividend of 1s. 2-1/2 per share, paid on 30th ultimo. International buyers at 1s. 5-1/2, Laos Kung Mow 1s. 6-1/2, and Soeychoes 1s. 27-1/2. Hongkong Cottons have sellers at 1s. 10.

SUNDAY MUFACTURING COMPANIES.—China Light and Powers sold and have sellers at 3-1/2, and Green Island Cements have been taken off the market at the improved rate of 2-1/2. Ropes sold at 2-1/2. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—China Borneos have found buyers at 1s. 10-1/2. China Providents have been done at 3-1/2. Old Pacific Transports sold at 3-1/2. Longkats have advanced in the north to 1s. 3-1/2. South China Morning Post Shares fetched 2-1/2. Other stocks under this heading have not been dealt in and remain unchanged.

**THEATRE ROYAL CITY HALL.**

**TO-NIGHT 8.15 P.M.**

**POLLARD'S LILLIPUTIAN OPERA CO.**

Mr. C. A. POLLARD AND MRS. N. CHESTER, SOLE OWNERS.

**TO-NIGHT, LAST NIGHT OF BELLE OF NEW YORK.**

TO-MORROW, TUESDAY, January 7:

**IN TOWN.**

NEXT WEDNESDAY, January 8:

**LA POUPEE.**

NEXT THURSDAY, January 9:

**SKETCHY BITS.**

PRICES: \$3.00, \$2.00 and \$1.00.

Box Plan at THE ROBINSON PIANO CO.

Late Trams will run to the Peak 15 minutes after each Performance. 112

By Royal Warrant to His Majesty The King.

**BOVRIL**

By a special process in its preparation the flavour, essence, nutriment and all that's good in prime ox-beef is concentrated in Bovril.

**BENGER'S FOOD**

Benger's Food, prepared with fresh new milk, is all food.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

59-2

**It's the Quality**

that has built up and maintained the sales of

**van Houten's**

The Cocoa which is unequalled for flavour, digestibility, and economy in use.

**BEST & GOES FARTEST.**

74-3

**W. WHITELEY LTD.**

Universal Providers, WESTBOURNE GROVE, LONDON, W.

**THE BIGGEST STORE IN THE WORLD.**

HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.

General Illustrated Catalogue (100 pages), on any Departmental List sent free to bona-fide applicants.

**AN IDEAL INVALID FOOD IN HOT CLIMATES.**

**Allenburys' DIET**

A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

**ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.**

The "Allenburys' Diet" is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.



## SHIPPING.

## ARRIVALS.

ARIANE MARU, Japanese str., 2,987, T. Ota, 5th January—Mojito 30th December, Coal—Mitsui Bussan Kaisha.

ARMAND BEHIC, French str., 2,819, G. Onionnet, 5th January—Yokohama and Shanghai 3rd January, General—Messageries Maritimes.

CHRYON M. DU, Japanese str., 5,168, T. Payne, 4th January—Yokohama and Moji 30th December, Coal—Nippon Yusen Kaisha.

CHIYONG, Chinese str., 5th January—Canton.

CHONGYANG, German str., 4th Jan.—Canton.

CLARA JENSEN, German str., 2,843, P. T. Helms, 3rd January—Molboine via Manila 1st Jan, General—Gibb, Livingstone & Co.

HAITAN, British str., 1,183, J. S. Roach, 4th January—Poochow Jan. 1st, Amoy 2nd, and Swatow 3rd, General—Douglas, Lapraik & Co.

HOLSTEIN, German str., 5th January—Canton.

HONGKONG, French str., 742, A. Cornelissen, 3rd January—Hankow 1st January, General—R. Marly.

HONGMOH, British str., 2,555, Dawson, 4th January—Singapore 28th Dec, General—Chinese.

IOHANG, British str., 5th January—Canton.

MANDAN MARU, Japanese str., 4,451, Peter Hallstrom, 4th January—Kuchintzu 30th December, Coal—Mitsui Bussan Kaisha.

MATHILDE, German str., 351, A. P. Ulderup, 4th January—Hiphong and Hiphong 2nd Jan. Rice and Sugar—Jensen & Co.

NEUCHANG, British str., 5th Jan.—Canton.

NICHIBI MARU, Jap. str., 4th Jan.—Canton.

PAOTING, British str., 1,787, K. E. Thabben, 5th January—Chefoo and Dally 30th Dec, General—Butterfield & Swire.

QUARTA, German str., 1,145, H. Madson, 4th January—Boeleung (Ball Island) 24th December, Sugar & General—Java-China-Japan Line.

SAINT PATRICK, British str., 2,694, J. Forray, 3rd January—Singapore 27th December, General—Jensen & Co.

SINGAY, British str., 1,047, H. Jamieson, 5th January—Hiphong and Hiphong 3rd Jan, General—Butterfield & Swire.

SORU MARU, Japanese str., 1,119, T. Suruga, 5th January—Shanghai 29th December, General—Osaka Shosen Kaisha.

TINGANG, British str., 1,490, Chas. Reynolds, 5th January—Chinking 1st Jan, General—Jardine, Matheson & Co.

## DEPARTURES.

4th January.

AMOI, German str., for Saigon.

CHING WO, British str., for Nagasaki.

CLARA JENSEN, German str., for Hiphong.

FEICHONG, Chinese str., for Canton.

HONGKONG MARU, Jap. str., for San Francisco.

HUNGKOW, British str., for Hiphong.

KWANTON, Chinese str., for Shanghai.

KWELIN, British str., for Canton.

MANILA, German str., for Manila.

MARIE, German str., for Moji.

RUBI, British str., for Manila.

SWANLEY, British str., for Durban.

TAKASAKI MARU, Jap. str., for Singapore.

5th January.

AMIGO, German str., for Hiphong.

CHOWFA, German str., for Swatow.

DAIJIN MARU, Japanese str., for Swatow.

DANA MARU, Japanese str., for Moji.

DARIN, British str., for Moji.

HONGMOH, British str., for Amoy.

J. DIEDERICHSEN, German str., for Swatow.

KIUKIANG, British str., for Amoy.

SAINT PATRICK, British str., for Shanghai.

TUPANAS, Dutch str., for Saigon.

VORWARTS, German str., for Peking.

## SHIPPING REPORTS.

The British str. Paoting reports: Strong N. E. monsoon from Villes down to Lamcocks and moderate from there to port.

The British str. Hongmo reports: From Singapore to Paracels, fresh to moderate N. N. E. winds, slight sea and fine weather. From Paracels to Port, fresh N. Easterly gale with high seas and overcast weather.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Lighting.

KOWLOON DOCKS.—Kai Mei, Kueichow, Lih, Hwangshan, Looak, Rajah, Empress of India, Yungking, Hercules.

COSMOPOLITAN DOCKS.—Chunyang, Bourlon.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA," Captain Sellier, will be despatched for the above Ports on or about MONDAY, the 6th inst.

For Freight or Passage, apply to J. MILLET, Agent.

Hong Kong, 1st January, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Roach, will be despatched for the above Ports 10-MORROW, the 7th inst., at 10 a.m.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

Hong Kong, 4th January, 1908.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to GALLIAGO.

(Taking Cargo at through rates to FRIEDMAN, GILES and BAGDAD, also BAHAMAS, VALENTIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPEI," Captain Dini, will be despatched as above on MONDAY, the 13th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hong Kong, 1st January, 1908.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections common to all from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAYON	Brit. str.	—	Woffenden	McGREGOR BROS. & GOW	On 8th inst.
LONDON & ANTWERP VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.	P. & O. S. N. Co.	On 11th inst., at Noon.
MARSEILLES, via PORTS OF CALL.	ARMAND BEHIC	French str.	—	Guionnet	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, & COPENHAGEN	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERICA LINE	On 30th inst.
ROTTERDAM & HAMBURG VIA STRAITS & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	Wagner	MELCHERS & CO.	Middle of January.
HAVRE & HAMBURG VIA STRAITS & HAMBURG	DAPHNE	Ger. str.	—	E. Schipper	HAMBURG-AMERICA LINE	On 4th February.
HAVRE & HAMBURG VIA STRAITS & HAMBURG	ARAGONIA	Ger. str.	k.w.	Dainet	SANDER, WIELER & CO.	About 8th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR & COPENHAGEN	VANDALIA	Ger. str.	k.w.	Valeri	HAMBURG-AMERICA LINE	On 19th inst.
TRIESTE, & C. VIA SINGAPORE, & C.	P. E. FRIEDRICH	Ger. str.	—	E. Melchior	MELCHERS & CO.	On 15th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS & HAMBURG	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELER & CO.	About 16th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	DOBTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 16th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 14th February.
BALTIMORE & NEW YORK	INDIAHURA	Am. str.	—	Thompson	STANDARD OIL CO.	On 14th inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF INDIA	Brit. str.	2 m.	—	ANNHOLD, KARBURG & CO.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 16th inst., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Brit. str.	—	Cowley	CANADIAN PACIFIC R. CO.	On 29th inst., at Noon.
ALLA ANI LOUIQUE VIA JAPAN PORTS, & C.	KASATO MARU	Jap. str.	—	D. Mori	DODWELL & CO., LTD.	On 28th inst.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1 m.	W. B. Brown	TOYO KISEN KAISHA	On 1st Feb., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Soden	MELCHERS & CO.	On 30th inst., at Noon.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	TUPANAS	Dut. str.	—	Zwari	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SORU MARU	Jap. str.	—	T. Saruga	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	CHOWANG	Brit. str.	—	Sandback	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	G. R. Longden, R.N.	P. & O. S. N. Co.	About 5th inst.
SHANGHAI, KOBE & YOKOHAMA	YARRA	Brit. str.	—	Sellier	MESSAGERIES MARITIMES	About 6th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANG	Brit. str.	1 m.	J. G. Offiant	DAVID SASSON & CO., LTD.	On 8th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YUNNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TUNGSHANG	Brit. str.	—	W. O. Roach	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	S. M. Reynolds	JARDINE, MATHESON & CO., LD.	On 9th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	PETRONIA	Dan. str.	—	W. P. Baker	JARDINE, MATHESON & CO., LD.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	T. H. Bide, R.N.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 13th inst.
SHANGHAI, KOBE & YOKOHAMA	SIKIANG	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	PAINE HINRICHS	Ger. str.	—	F. Grosch	MELCHERS & CO.	About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	YOGHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	NARANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 21st inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	FUKUOKA MARU	Jap. str.	—	T. Ito	OSAKA SHOSHEN KAISHA	On 8th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	NEUCHANG	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	1 m.	A. W. Outerbridge	DOUGLAS LAPRAIK & CO.	On 7th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	TAMING	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YUNNAN	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO., LD.	On 10th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	A. Somerville	SHEWAN TOMES & CO.	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	TEAN	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	LOOCHANG	Brit. str.	—	R. Almond	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	G. H. Pennefather	SHEWAN TOMES & CO.	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SUKIANG	Brit. str.	1 m.	M. H. Pennefather	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KAIKONG	Brit. str.	1 m.	M. H. Pennefather	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	BOBRO	Ger. str.	—	F. Senbill	MELCHERS & CO.	Middle of January.
SHANGHAI, KOBE & YOKOHAMA	CAPI	Ital. str.	—	Dini	CARLOWITZ & CO.	On 13th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	LAIRANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	TUPANAS	Dut. str.	—	Fred F.	JAVA-CHINA-JAPAN LINE	About 5th inst.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908
RUBI	2540	R. W. Almond	Manila	On 18th January, 1908.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hong Kong, 6th January, 1908

## HONGKONG-NEW YORK-BOSTON.

## AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAPURA" ... On 14th January, 1908.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hong Kong, 1st January, 1908.

## CANADIAN PACIFIC RAILWAY.

## COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	TONS.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,900	THURSDAY, 16th Jan.	3rd Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Feb.
"EMPERESS OF JAPAN"	6,100	THURSDAY, 13th Feb.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 13th March	30th March
"EMPERESS OF INDIA"	6,900	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, YOKOHAMA, KOBÉ, HONOLULU, SAN FRANCISCO, and VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hong Kong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "RHEANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats the steamers "SCANDIA" and "SILERSIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARDS.

FOR SHANGHAI, KOBE, YOKOHAMA

\* RHEANIA ... 22nd Jan., 1908

\* HOHENSTAUFEN ... 22nd Febr., 1908

FOR THE STRAITS COLOMBO, ADEN, SUZ, PORT SAID, MARSEILLES, PLYMOUTH HAVRE & HAMBURG.

\* SCANDIA ... 9th Jan., 1908

\* HAMBURG ... 30th Jan., 1908

\* RHEANIA ... 26th Febr., 1908

\* HOHENSTAUFEN ... 23rd March, 1908

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 13th Jan.

FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Jan.

FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.

FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

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FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEK, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

## THE Steamship

"ARMAND BEHIC," Captain Guionnet, will be despatched for MARSEILLES, on TUESDAY, the 7th January, at 1 p.m.

The steamer connects at Colombo with one of the Co's Australian ss. "Ville de la Ciotat" bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA.	Capt. C. E. Longdon, R.N.R.	About 5th Jan.	Freight and Passage.
SHANGHAI.	DEVANHA, Capt. T. H. Hild, R.N.R.	About 10th Jan.	Freight and Passage.
LONDON via USUAL PORTS DELHI or CANN.	Capt. J. D. Andrews, R.N.R.	Noon, 11th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWITT,  
Superintendent.

Hongkong, 1st January, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI.	"NEUCHWANG"	On 8th Jan. 4 P.M.
MANILA.	"TAMING"	On 7th Jan. 4 P.M.
SHANGHAI.	"CHANG"	On 8th Jan. 4 P.M.
YOKOHAMA and KOBE.	"CHINGTU"	On 9th Jan. 4 P.M.
SHANGHAI.	"YUNNAN"	On 12th Jan. 4 P.M.
MANILA.	"YUNNAN"	On 14th Jan. 4 P.M.
CEBU and ILOILO.	"YUNNAN"	On 15th Jan. 4 P.M.
SHANGHAI.	"YUNNAN"	On 17th Jan. 4 P.M.
CEBU and ILOILO.	"YUNNAN"	On 21st Jan. 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH.	"CHINGTU"	On 1st Febr. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to  
Hongkong 6th January, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI, SWATOW, ("SOSHU MARU") AMOY AND FOOCHEW.	Capt. T. SUGIWA	TUESDAY, 7th Jan. at 10 A.M.

ANPING via SWATOW ("FUKUSHU MARU") WEDNESDAY, 8th Jan. at Daylight.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th January, 1908.

T. ARIMA, Manager.

EAST ASIATIC CO., LD.,  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.SWEDISH EAST ASIATIC CO., LD.,  
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE.	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE and COPENHAGEN.	"SIAM"	Middle of January.

For Further Particulars, apply to  
Hongkong, 1st January, 1908.MELOHERS & CO.,  
AGENTS.NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"PRINZ BITEL FRIEDRICH"	Wed. day 15th Jan. at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"PRINZ HEINRICH"	About Wed. day, 15th January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	"PRINZ WALDEMAR"	Thursday, 30th Jan. at Noon.
KUDAT and SANDAKAN.	"BORNEO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th January, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 23rd December, 1907.

Telephone No. 375.

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INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW.	"CHOYSANG"	Tuesday, 7th Jan. Noon.
SINGAPORE, PENANG & CALCUTTA.	"LAISANG"	Tuesday, 7th Jan. 3 P.M.
SHANGHAI.	"TINGSANG"	Thursday, 9th Jan. 4 P.M.
SHANGHAI.	"KWONGSANG"	Friday, 10th Jan. 4 P.M.
MANILA.	"YUENSANG"	Friday, 10th Jan. 4 P.M.
MANILA.	"LOONGSANG"	Friday, 17th Jan. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI.	"NAMSANG"	Tuesday, 21st Jan. 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore, 1st Class, Single \$ 65. Return \$100.  
Penang " " 155. " 130.  
Calcutta " " 185. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Kndat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
HONGKONG, 6th January, 1908.

GENERAL MANAGERS.

## THOS. COOK &amp; SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
14, WATER STREET  
YOKOHAMA.

## DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.

## MAGNESIA

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.  
Safe and most  
Effective Remedy  
for  
Regular Use.THE AMERICAN AND ORIENTAL  
LINE.FOR BALTIMORE AND NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC."

Capt. Thompson will leave for above Ports on or about SATURDAY, the 25th inst.

For Freight apply to

ARNHOLD KARBURG & Co.,  
Agents.

Hongkong, 23rd December, 1907.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD, "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 96 "  
Width of Entrance on Bottom... 88 "  
Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 571 feet.  
Length on Blocks... 556 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000  
TONS.

THE WORKS are well equipped with  
LATEST PLANTS AND APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIAL is  
always kept on hand.

The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
for notice.

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST.By CHAS. J. HALLCOMBE  
(Formerly of the Imperial Chinese Customs  
Service. Author of "The Mystic  
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MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION.

AUSTRIAN.  
Kaiser Franz Josef I. Austrian cruiser, 4,309.  
Capt. Ferdinand Bablay, Northern Waters.

FRENCH.  
Alouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p.,  
Lieut. Jeannel, Canton.

Carondelet, gunboat, Lieut. Kerchoel, Saigon.  
Decidée, gunboat 645 tons, 10 guns, 1,000 h.p.,  
Lieut. Comdr. L'Eost, Haiphong.

D'Entrecasteaux, French cruiser, 8,000, Capt.  
Traouen, Shanghai.

Esturgeon, submarine, Saigon.  
Henri Riviere, gunboat, Lieut. Portier,  
Haiphong.

Jacquin, river gunboat, Lieut. Le Corolle,  
Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p.,  
Lieut. Sagos-Duvaroux, Saigon.

Korsaint, gunboat 1250 tons, 6 guns, 2200 h.p.,  
Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbuster, Saigon.  
Montcalm, cruiser (Flagship of Vice-Admiral  
Richard, Commander in Chief), 9700 tons  
12 guns, 14,600 h.p., Capt. Martel.

Monarque, destroyer, Lieut. Duchezin, Baie  
d'Along.

Oly, gunboat, Lieut. Grollier, Yangtze.  
Polo, gunboat, Lieut. Marchand, Tongka.

Perle submarine, Saigon.  
Pistole, destroyer, Lieut. de Reinach Werth,  
Baie d'Along.

Protée, submarine, Lieut. Glorieux, Saigon.  
Rapier, destroyer, 33 tons, Lieut. Vincent de  
Beichingnac, Saigon.

Redoubtable, battleship, (in reserve) 9347 tons,  
3 guns, 671 h.p., Edouard Admiral de  
Moussy, Saigon.

Sabre, destroyer, 330 tons, Lieut. Mallie,  
Styx, armoured gunboat, 1796 tons, 10 guns  
1700 h.p., "saigon"

Surprise, gunboat, 629 tons, 2 guns, 900 h.p.,  
Lieut. Roque, Haiphong.

Taklang, gunboat, Yangtze.  
Takou, destroyer, Com. Terquem, Saigon.

Vauban, torpedo-depot (reserve), 6150 tons, 23  
guns, 4500 h.p., Hongay.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.,  
Lieut. Brugnon, Canton.

GERMAN.  
Furst Bismarck, (flagship), 11,000 tons, 36 guns,  
14,000 h.p., Komr. Admiral Broussin,  
Tsingtau.

Itis, gunboat 1000 tons, 10 guns, 1300 h.p.,  
Captain Kisel.

Jager, gunboat, 900 tons, 10 guns, 1300 h.p.,  
Commander Klob, Yangtze.

Leipzig, cruiser, Commandant von Rothenberg,  
Pauhan.

Luoh, gunboat 550 tons, 10 guns, 1344 h.p.  
Commander Harlog.

Niobe, cruiser, Commander Witschol.  
Thetis, cruiser, 2560 tons, 24 guns, 3000 h.p.,  
Captain Glazol.

Tiger, gunboat, 900 tons, 10 guns, 1330 h.p.,  
Commander V. Aiken.

Tsingtau, gunboat, 170 tons, 5 guns, 1330 h.p.,  
Lieut. Bremer.

Vaterland, gunboat—tons, 3 guns, 500 h.p.,  
Lieut. de Spessolt.

ITALIAN.  
Venetio, cruiser, 2,145 tons, Baron de Saint  
Pierre, Shanghai.

PORTUGUESE.  
Rio Lima, cruiser, 720 tons, 7 guns, Macao.

UNITED STATES.  
Barry, destroyer, 420 tons, Ena. David Lyons,  
Cavite.

Callao, gunboat, 243 tons, Lt. Guy Whitlock,  
Canton.

Chauncoy, destroyer, 420 tons, Lt. Frank  
McCrory, Cavite.

Chatanooga, cruiser, 3200 tons, Commander  
R. C. Smith, Cavite.

Cleveland, cruiser 3200 tons, Commander  
J. T. Newell, Cavite.

## SHIPPING IN PORT.

STEAMERS.

ALBESIA, German str., 2,450, Ernst, 23rd Dec.—  
Portland Or. and Moji 18th Dec. Flour—  
Portland & Asiatic Steamship Co.

BOURBON, French str., 997, Le Ball, 27th Dec.—  
Saigon 22nd Dec. General—Chinese.

CHANGCHOW, British str., 1,203, H. E. Walker,  
1st January—Chinkiang 28th Dec. General—  
Butterfield & Swire.

CHARLTON, British str., 2,592, W. G. Thomas,  
27th Dec. General—Barry 5th Nov. Coal—  
Naval Store Officer.

CHIRLY, British str., 1,176, J. Warrack, 2nd  
January—Haiphong Dec. 29th, & Hoihow  
31st, Risco and Stock—Butterfield & Swire.

CHITUM, Chinese str., 1,177, C. Stewart, 31st  
December—Shanghai 28th Dec. General—  
Chinese.

CHOYANG, British str., 1,424, A. E. Sandback,  
1st January—Shanghai 28th Dec. General—  
Jardine, Matheson & Co.

CHUSANG, British str., 1,417, Myrick, 20th  
December—Karatsu 14th Dec. Coal—  
Jardine, Matheson & Co.

DAGNY, Norwegian str., 883, O. Abrahamson,  
22nd Dec. General—Haiphong 18th Dec. Risco  
—Aagaard, Thoresen & Co.

DAPHNE, German str., 1,974, Schipper, 30th  
December—Salina-Cruz 25th Nov. mber—  
China Commercial S.S. Co.

EMPEROR OF INDIA, British str., 3,032, E.  
Boetham, 15th Dec. Yancoover 26th Nov.  
and Shanghai 13th Dec. Mails & General  
—C. P. R. Co.

FAUSANG, British str., 1,410, H. S. Malkin,  
13th Dec.—Shanghai Dec. 8th, via Swatow  
12th, General—Jardine, Matheson & Co.

FRIEDRICH, Chinese str., 930, T. C. Gillespie,  
3rd January—Shanghai 31st Dec. General—  
Chinese.

GANES, British str., 2,721, S. A. Page, 22nd  
December—Barry Dec. 31st Oct. Coal—  
Admiralty.

GERMANIA, German str., 1,000, H. Flügel, 31st  
December—Sydney via Ports 24th Nov.  
Copro—Simonsen & Co.

GLENESK, British str., 2,274, Rafferty, 30th  
Nov.—Salina Cruz 16th Sept. General—  
China Commercial Co.

HINSANG, British str., 1,536, A. G. Smith, 7th  
December—Chafon 1st Dec. General—  
Jardine, Matheson & Co.

HOLSTEIN, German str., 1,985, Nijahr, 29th  
Dec.—Touane, General & Risco—Jelson  
& Co.

ICHANG, British str., 1,223, E. Jones, 1st Jan.—  
Shanghai 29th Dec. General—Butterfield  
& Swire.

KAGA MARU, Japanese str., 6,301, G. S.  
Laprik, 30th Dec.—Shanghai 27th Dec.  
General—Nippon Yusen Kaisha.

KREHUN, British str., 947, R. J. Conradi, 3rd  
January—Tacoma U.S.A. 2nd Dec. General—  
Flour



